



**DEPARTMENT OF ECONOMIC DEVELOPMENT  
DIVISION OF MOTOR CARRIER AND RAILROAD SAFETY**

**From The Office Of State Auditor  
Claire McCaskill**

**Report No. 2001-79  
August 31, 2001  
[www.auditor.state.mo.us](http://www.auditor.state.mo.us)**

**AUDIT REPORT**



Office Of The  
State Auditor Of Missouri  
Claire McCaskill

August 2001

[www.auditor.state.mo.us](http://www.auditor.state.mo.us)

**The following problems were discovered as a result of an audit conducted by our office of the Department of Economic Development, Division of Motor Carrier and Railroad Safety.**

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On average Missouri spends a total of \$4.6 million each year from state and federal funds on safety upgrades as compared to other similarly sized states spending between \$5.5 and \$15 million. In addition, for the two fiscal years ended June 30, 2001, the railroad industry contributed approximately \$700,000 annually. For the state to provide for more timely safety upgrades of railroad crossings, additional funds for upgrades are necessary.

A federal program mandates that each state maintain a listing of all railroad crossings which may require protective devices and provides for the state to schedule upgrade projects to provide for safety at railroad crossings. The division ranks approximately 3,900 public railroad crossings throughout the state in terms of an exposure index. The index measures such things as the number of cars which pass over the crossing daily, the posted vehicle speed limit, the number of daily trains, the speed of trains, and a sight impediment measure. According to management, accident rates are considered when a crossing is considered for upgrade. However, this information is not used to calculate the exposure index.

The fiscal year 2000 index identified fifty-three grade crossings which have the greatest need to be upgraded from passive to active safety measures. Passive safety devices do not have any sight or sound warning, while active safety devices include these types of warnings. Our review also noted twelve of these crossings have experienced an accident in the last five years, and four of the twelve have experienced multiple accidents during this time period. Approximately 46 percent of all grade crossings are equipped with active safety measures. On average Missouri annually upgrades ten to fifteen grade crossings from passive to active signals. Other similarly sized states are annually upgrading twenty-five to seventy grade crossings from passive to active.

At the current rate of grade crossing upgrades, it will take the state approximately four years to upgrade the grade crossings it has currently identified as most needing upgrades. To provide the additional safety the citizens of Missouri need, the division should aggressively seek additional funding sources, including more funding by the railroads, to increase the number of grade crossings annually upgraded.

(over)

YELLOW SHEET

It should be noted in May 2001, the Missouri Supreme Court issued its decision in the case of *Alcorn v. Union Pacific Railroad Company, et al.* This decision indicated that the railroad corporations have a legal duty to keep railroad crossings reasonably safe and to protect persons using the crossings. Despite this duty, contributions from railroad corporations have represented just small percentage of the money spent on grade crossing upgrades. The railroad's legal duty should act as an incentive to contribute more funds to warn or protect motorists at dangerous crossings.

The division has not made a sustained effort to inform the public about filing grade crossing safety complaints. While the division does receive some complaints regarding dangerous grade crossings, it does not adequately inform the public of how to file these complaints. Without a complete public service announcement campaign which includes all forms of media and the division's phone number encouraging citizens to file complaints many citizens' concerns may not be received by the division.

The division does not publicly release a ranking of grade crossings by the exposure index. The index is the main basis for selecting which grade crossings are being considered for upgrade. Releasing the index information, along with accident and complaint information, may also serve as a public awareness measure, warning individuals of the need to be more cautious and alert at certain crossings.

According to the Director of Motor Carrier and Railroad Safety, inspectors periodically inspect safety devices at each grade crossing and crossings are also inspected from a vehicle riding the rails during a rail safety inspection. However, the inspectors are not required to file a report on the safety conditions at each grade crossing. Without a documented inspection report and a tracking system, the division has little assurance that each grade crossing is being inspected and has met safety standards.

DEPARTMENT OF ECONOMIC DEVELOPMENT  
DIVISION OF MOTOR CARRIER AND RAILROAD SAFETY

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## STATE AUDITOR'S REPORT



**CLAIRE C. McCASKILL**  
**Missouri State Auditor**

Honorable Bob Holden, Governor  
and  
Joseph L. Driskill, Director  
Department of Economic Development  
and  
Stephen R. Waters, Director  
Division of Motor Carrier and Railroad Safety  
Jefferson City, MO 65102

We have audited the Department of Economic Development, Division of Motor Carrier and Railroad Safety. The scope of this audit included, but was not necessarily limited to, the years ended June 30, 2000 and 1999. The objectives of this audit were to:

1. Review certain management practices and financial information for compliance with applicable statutes, regulations, and division policy.
2. Review the efficiency and effectiveness of certain management practices and operations.

Our audit was conducted in accordance with applicable standards contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, and included such procedures as we considered necessary in the circumstances. In this regard, we reviewed the division's receipts, expenditures, policies, rules, regulations, contracts, statutes, and other pertinent procedures and documents and interviewed division personnel.

As part of our audit, we assessed the division's management controls to the extent we determined necessary to evaluate the specific matters described above and not to provide assurance on those controls. With respect to management controls, we obtained an understanding of the design of relevant policies and procedures and whether they have been placed in operation and we assessed control risk.

Our audit was limited to the specific matters described above and was based on selective tests and procedures considered appropriate in the circumstances. Had we

performed additional procedures, other information might have come to our attention that would have been included in this report.

The accompanying Statistical Section is presented for informational purposes. This information was obtained from the division's management and was not subjected to the procedures applied in our audit of the Department of Economic Development, Division of Motor Carrier and Railroad Safety.

The accompanying Management Advisory Report presents our findings arising from our audit of the Department of Economic Development, Division of Motor Carrier and Railroad Safety.

A handwritten signature in black ink that reads "Claire McCaskill". The signature is fluid and cursive, with the first name "Claire" and last name "McCaskill" clearly distinguishable.

Claire McCaskill  
State Auditor

October 25, 2000 (fieldwork completion date)

The following auditors participated in the preparation of this report:

Director of Audits:	Kenneth W. Kuster, CPA
Audit Manager:	John Blattel, CPA
In-Charge Auditors:	Lonnie Breeding, III Dan Doerhoff
Audit Staff:	Joyce Medlock Karen Wirtmiller

## MANAGEMENT ADVISORY REPORT SECTION



DEPARTMENT OF ECONOMIC DEVELOPMENT  
DIVISION OF MOTOR CARRIER AND RAILROAD SAFETY  
SUMMARY OF FINDINGS

1. Safety Upgrades (pages 6-7)

On average Missouri spends only \$4.6 million per year on safety upgrades while other similarly sized states are spending \$5.5 to \$15 million annually. The division has identified fifty-three grade crossings which have the greatest need for safety upgrades. These upgrades will take at least four years to complete.

2. Grade Crossing Safety (pages 7-9)

The division has not made a sustained effort to inform the public about filing complaints and as a result many safety problems may not be identified. The division does not publicly release the listing of grade crossings by exposure index. Finally, the division does not document each grade crossing inspection and these inspections are not tracked.

DEPARTMENT OF ECONOMIC DEVELOPMENT  
DIVISION OF MOTOR CARRIER AND RAILROAD SAFETY  
MANAGEMENT ADVISORY REPORT-  
STATE AUDITOR'S FINDINGS

<b>1.</b>	<b>Safety Upgrades</b>
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On average Missouri spends a total of \$4.6 million each year from state and federal funds on safety upgrades as compared to other similarly sized states spending between \$5.5 and \$15 million. In addition, for the two fiscal years ended June 30, 2001, the railroad industry contributed approximately \$700,000 annually. For the state to provide for more timely safety upgrades of railroad crossings, additional funds for upgrades are necessary.

A federal program mandates that each state maintain a listing of all railroad crossings which may require protective devices and provides for the state to schedule upgrade projects to provide for safety at railroad crossings. The division ranks approximately 3,900 public railroad crossings throughout the state in terms of an exposure index. The index measures such things as the number of cars which pass over the crossing daily, the posted vehicle speed limit, the number of daily trains, the speed of trains, and a sight impediment measure. According to management, accident rates are considered when a crossing is considered for upgrade. However, this information is not used to calculate the exposure index.

The fiscal year 2000 index identified fifty-three grade crossings which have the greatest need to be upgraded from passive to active safety measures. Passive safety devices do not have any sight or sound warning, while active safety devices include these types of warnings. Our review also noted twelve of these crossings have experienced an accident in the last five years, and four of the twelve have experienced multiple accidents during this time period. Approximately 46 percent of all grade crossings are equipped with active safety measures. On average Missouri annually upgrades ten to fifteen grade crossings from passive to active signals. Other similarly sized states are annually upgrading twenty-five to seventy grade crossings from passive to active.

At the current rate of grade crossing upgrades, it will take the state approximately four years to upgrade the grade crossings it has currently identified as most needing upgrades. To provide the additional safety the citizens of Missouri need, the division should aggressively seek additional funding sources, including more funding by the railroads, to increase the number of grade crossings annually upgraded.

**WE RECOMMEND** the Division of Motor Carrier and Railroad Safety seek methods to improve funding and increase the number of passive to active upgrades.

## **AUDITEE'S RESPONSE**

*The Division of Motor Carrier and Railroad Safety (MCRS) agrees with the State Auditor's Office that additional funding would enable the Division to increase public safety by upgrading additional crossings per year. MCRS implemented the Signal Enhancement Program in 1998 to encourage railroads to participate in the funding of crossing projects. MCRS will work with railroads and local communities to increase participation in the program. The Signal Enhancement Program allows MCRS to "stretch" state and federal crossing project funds, thereby increasing the number of projects fundable. MCRS will actively work with the Governor's office and the General Assembly to identify additional funding sources*

## **AUDITOR'S COMMENT**

It should be noted in May 2001, the Missouri Supreme Court issued its decision in the case of *Alcorn v. Union Pacific Railroad Company, et al.* This decision indicated that the railroad corporations have a legal duty to keep railroad crossings reasonably safe and to protect persons using the crossings. Despite this duty, contributions from railroad corporations have represented just a small percentage of the money spent on grade crossing upgrades. The railroad's legal duty should act as an incentive to contribute more funds to warn or protect motorists at dangerous crossings.

<b>2. Grade Crossing Safety</b>
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- A. The division has not made a sustained effort to inform the public about filing grade crossing safety complaints. According to the division's policies and procedures, complaint investigations rank as the second highest priority behind accident investigations. The division has placed a priority on complaint investigations; however, some complaints may not be filed because the public is not aware of the complaint filing system. To improve the filing of safety complaints the public needs to be informed as to how to file these complaints. Complaints could also help the division in determining crossings that may need improvements.

There are approximately 3,900 public grade crossings in Missouri. While the division does receive some complaints regarding dangerous grade crossings, it does not adequately inform the public of how to file these complaints. Without a complete public service announcement campaign, which includes all forms of media and the division's phone number encouraging citizens to file complaints, many citizens' concerns may not be received by the division.

- B. The division does not publicly release a ranking of grade crossings by the exposure index. The index is the main basis for selecting which grade crossings are being considered for upgrade. Releasing the index information, along with accident and complaint information, may also serve as a public awareness measure, warning individuals of the need to be more cautious and alert at certain crossings.

According to division staff, Section 622.400, RSMo 2000, prohibits the release of grade crossing information which has been furnished by railroad companies. However, the statute does not prevent the division from publishing the ranking based upon the exposure index. Additionally, the exposure index may represent a public record as defined by Section 610.010, RSMo 2000. As a result of this policy, the public is not receiving useful information needed to determine if a grade crossing will be upgraded and its priority on the upgrade listing, and the potential dangers that may exist at certain crossings.

- C. Prior to October 1, 2000, the division did not document grade crossing inspections unless a problem was noted. Additionally, the division has not implemented a tracking system to ensure that each grade crossing is being inspected on a regular basis. As a result, the division does not have a historical record of each inspection performed nor a time table for when the next inspection should be completed.

According to the Director of Motor Carrier and Railroad Safety, inspectors periodically inspect safety devices at each grade crossing and crossings are also inspected from a vehicle riding the rails during a rail safety inspection. However, the inspectors are not required to file a report on the safety conditions at each grade crossing. Without a documented inspection report and a tracking system, the division has little assurance that each grade crossing is being inspected and has met safety standards.

**WE RECOMMEND** the Division of Motor Carrier and Railroad Safety:

- A. Develop public service announcements, ensure each announcement makes reference to the division's phone number, and encourage citizens to register complaints.
- B. Publicly release all pertinent information regarding grade crossings, including a listing of crossings by exposure index.
- C. Require a documented inspection of each grade crossing and implement a tracking system to ensure that each grade crossing is being inspected on a periodic basis.

**AUDITEE'S RESPONSE**

- A. *The Division of Motor Carrier and Railroad Safety agrees with the State Auditor's Office that a public service announcement campaign will increase citizens' awareness of crossing safety issues and enhance the public's knowledge and ability to report railroad safety complaints. Within the limits of budget constraints, the Division will develop and implement a public awareness campaign.*
- B. *The Division of Motor Carrier and Railroad Safety does not agree with the State Auditor's Office recommendation that the Division release all information regarding crossings. At this time, it is the policy of this Division not to publicly release information including the railroad grade crossing database (information on grade crossings) and the priority index*

*for improvements to crossings. This is because release of such information will possibly violate Missouri law closing access to information provided to the Division by regulated entities. Release of this information could also involve the Division in unnecessary litigation.*

*Section 622.400, RSMo, provides that information furnished to the Division or its Staff by a carrier, corporation or person (except information required to be open by the same Chapter) shall not be open to public inspection or made public except upon order of the Division Director or Administrative Law Judge (ALJ). This section expresses the general intent of the General Assembly that such information, when provided to the Division, NOT be made public unless a compelling reason prompts the Director or ALJ to release specific information.*

*Most of the information concerning grade crossings in Missouri that is in the possession of the Division is contained in its grade crossing database. This information has been collected and recorded over many years, from many sources. These sources include observation and measurement by Division Inspectors and reports and communications from the railroad carriers themselves. The information contained in the database is not identified as to source, in most instances. Accordingly, there is no way for the Division to determine whether specific information in the database came from internal or external sources, including the regulated carriers themselves.*

*The result is that any dissemination to the public of information contained in the railroad crossing database will run the inevitable risk of making public information provided to the Division by any "carrier, corporation or person" as generally prohibited in Section 622.400, RSMo. While the Division Director could lawfully order the sharing of this information, such dissemination on an across-the-board basis would be contrary to the intent of the General Assembly that information provided to the Division not be made public.*

*Because of the negative consequences of opening the Division's database of grade crossing information, and the priority index, to the public, the Division has determined not to routinely open and share these sources of information, as per current policy. The Division will endeavor, however, to study ways in which the public can become more informed about specific grade crossings and better understand and respond to the threat they pose to public safety. As these ways are identified, they will be researched for possible changes in policy that provide more access by the public to Division information, without incurring significant collateral risks as identified above.*

- C. *The Division of Motor Carrier and Railroad Safety agrees with the State Auditor's Office recommendation and has completed implementation of a tracking system. The Division developed a State of Missouri Inspection Report Form, which is filled out each time a Division railroad safety inspector inspects a highway-rail crossing. Inspection data is entered into the Division's "Railroad Safety Information System". Each crossing inspection is cross referenced into the system's crossing inventory which enables a comprehensive history of inspections for each crossing in the inventory.*

This report is intended for the information of the division's management and other applicable government officials. However, this report is a matter of public record and its distribution is not limited.

## STATISTICAL SECTION

History, Organization, and  
Statistical Information



DEPARTMENT OF ECONOMIC DEVELOPMENT  
DIVISION OF MOTOR CARRIER AND RAILROAD SAFETY  
HISTORY, ORGANIZATION, AND STATISTICAL INFORMATION

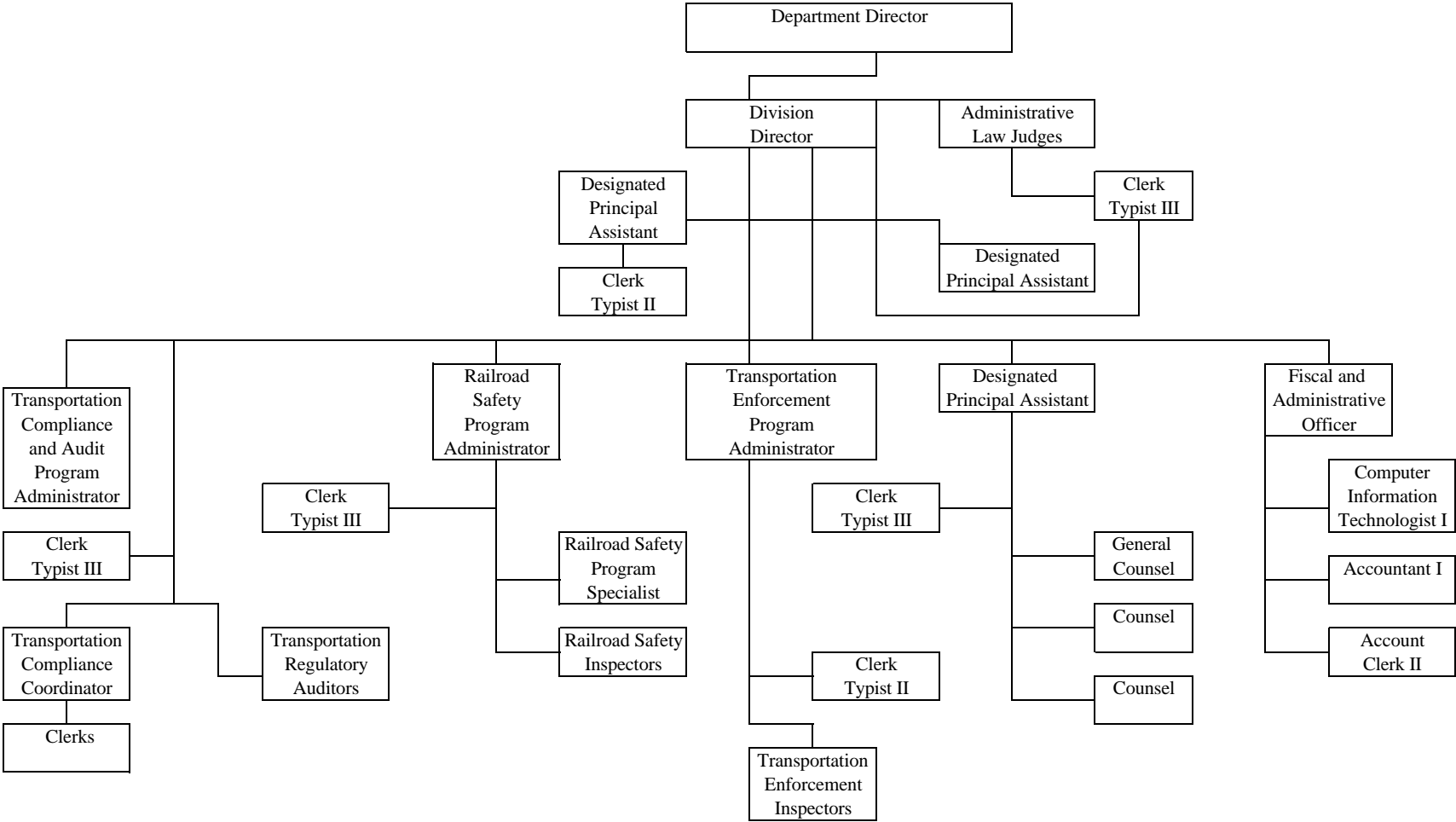
Effective July 1, 1997, the Eighty-Eight General Assembly changed the division's name from the Transportation Division to the Division of Motor Carrier and Railroad Safety. The division regulates bus, truck, and railroad companies. The division is headed by a director, nominated by the department director and appointed by the governor with the advise and consent of the senate. The division has been under the Division of Economic Development since July 1, 1985.

Prior to July 1, 1985, the Division of Transportation of Public Service Commission regulated the rates and services provided by Missouri's bus, truck, and railroad companies.

Stephen R. Waters has served as Director of the Division of Motor Carrier and Railroad Safety since July 1, 1997. On June 30, 2000, the division employed sixty-seven full time employees.

The organization chart follows.

DEPARTMENT OF ECONOMIC DEVELOPMENT  
DIVISION OF MOTOR CARRIER AND RAILROAD SAFETY  
ORGANIZATION CHART  
June 30, 2000



APPENDIX A-1  
DEPARTMENT OF ECONOMIC DEVELOPMENT  
DIVISION OF MOTOR CARRIER AND RAILROAD SAFETY  
STATEMENT OF RECEIPTS, DISBURSEMENTS, AND CHANGES IN CASH AND INVESTMENTS  
YEAR ENDED JUNE 30, 2000

	MCSAP-Division of Transportation Federal Fund	Grade Crossing Safety Account Fund	Highway Department Fund	Railroad Expense Fund	Sate Public School Fund	Light Rail Safety Fund	Total (Memorandum Only)
<b>RECEIPTS</b>							
Federal Receipts	\$ 358,966	0		0	0	0	358,966
Licences and Permits	0	758,150	2,834,755	0	0	0	3,592,905
Regulatory Fees	0	0	411,143	709,362	195,134	3,000	1,318,639
State Surplus Property	0	0	13,071	0	0	0	13,071
Other	161	0	372	207	0	0	740
<b>TOTAL REVENUES</b>	<b>359,127</b>	<b>758,150</b>	<b>3,259,341</b>	<b>709,569</b>	<b>195,134</b>	<b>3,000</b>	<b>5,284,321</b>
Provision for transmittal to state treasury	0	0	(3,259,341)	0	(195,134)		(3,454,475)
<b>NET REVENUES</b>	<b>359,127</b>	<b>758,150</b>	<b>0</b>	<b>709,569</b>	<b>0</b>	<b>3,000</b>	<b>1,829,846</b>
<b>DISBURSEMENTS</b>							
Personal Service and/or Expense and Equipment	254,265	0	0	495,014	0	0	749,279
Construction	0	1,141,325	0	0	0	8	1,141,333
<b>TOTAL DISBURSEMENTS</b>	<b>254,265</b>	<b>1,141,325</b>	<b>0</b>	<b>495,014</b>	<b>0</b>	<b>8</b>	<b>1,890,612</b>
<b>RECEIPTS OVER (UNDER) DISBURSEMENTS</b>	<b>104,862</b>	<b>(383,175)</b>		<b>214,555</b>		<b>2,992</b>	<b>(60,766)</b>
<b>OTHER FINANCING (SOURCES)</b>							
Non appropriated transfers		509,367					509,367
Transfer from Railroad Expense Fund for Administration Expenses				20,000			20,000
Transfer from Light Rail Safety Fund For Salaries				1,735			1,735
<b>OTHER FINANCING (USES)</b>							
Transfers to State Highways and Transportation Department Fund for salaries	(52,973)			(242,335)		(1,543)	(296,851)
Hancock transfer		(27,332)				(70)	(27,402)
Transfer to Railroad Expense Fund for salaries		(20,000)				(1,735)	(21,735)
<b>RECEIPTS OVER (UNDER) DISBURSEMENTS AND OTHER USES</b>	<b>51,889</b>	<b>78,860</b>	<b>0</b>	<b>(6,045)</b>	<b>0</b>	<b>(356)</b>	<b>124,348</b>
<b>CASH AND INVESTMENTS, JULY 1</b>	<b>144,751</b>	<b>4,335,291</b>	<b>0</b>	<b>85,901</b>	<b>0</b>	<b>2,050</b>	<b>4,567,993</b>
<b>CASH AND INVESTMENTS, JUNE 30</b>	<b>\$ 196,640</b>	<b>4,414,151</b>	<b>0</b>	<b>79,856</b>	<b>0</b>	<b>1,694</b>	<b>4,692,341</b>

APPENDIX A-2

DEPARTMENT OF ECONOMIC DEVELOPMENT  
DIVISION OF MOTOR VEHICLE AND RAILROAD SAFETY  
STATEMENT OF RECEIPTS, DISBURSEMENTS, AND CHANGES IN CASH AND INVESTMENTS  
YEAR ENDED JUNE 30, 1999

	MCSAP-Division of Transportation Federal Fund	Grade Crossing Safety Account Fund	Highway Department Fund	Grade Crossing Fund	Railroad Expense Fund	Sate Public School Fund	Light Rail Safety Fund	Total (Memorandum Only)
<b>RECEIPTS</b>								
Federal Receipts	\$ 283,349	0	294,607	0	0	0	0	577,956
Licences and Permits	0	1,092,874	2,842,262	0	0	0	0	3,935,136
Regulatory Fees	0	0	0	0	693,531	141,313	0	693,531
State Surplus Property	0	0	19,611	0	0	0	0	19,611
Other	140	0	17,932	0	8,032	0	0	26,104
<b>TOTAL REVENUES</b>	<b>283,489</b>	<b>1,092,874</b>	<b>3,174,412</b>	<b>0</b>	<b>701,563</b>	<b>141,313</b>	<b>0</b>	<b>5,252,338</b>
Provision for transmittal to state treasury	0	0	(3,174,412)	0	0	(141,313)	0	(3,315,725)
<b>NET REVENUES</b>	<b>283,489</b>	<b>1,092,874</b>	<b>0</b>	<b>0</b>	<b>701,563</b>	<b>0</b>	<b>0</b>	<b>2,077,926</b>
<b>DISBURSEMENTS</b>								
Pesonal Service and/or Expense and Equipment	266,081	0	0	0	551,111	0	0	817,192
Construction	0	844,918	0	154,073	0	0	8	998,998
<b>TOTAL DISBURSEMENTS</b>	<b>266,081</b>	<b>844,918</b>	<b>0</b>	<b>154,073</b>	<b>55,111</b>	<b>0</b>	<b>7</b>	<b>1,816,190</b>
<b>RECEIPTS OVER (UNDER) DISBURSEMENTS</b>	<b>17,408</b>	<b>247,956</b>	<b>0</b>	<b>(154,073)</b>	<b>150,452</b>	<b>0</b>	<b>(7)</b>	<b>261,736</b>
<b>OTHER FINANCING (SOURCES)</b>								
Transfer from Railroad Expense Fund					223			223
State Retirement Contribution Fund				366				366
<b>OTHER FINANCING (USES)</b>								
Transfers to State Highways and Transportation Department Fund	(48,847)			(153,707)	(223,567)			(426,121)
Hancock Transfer		(48,273)						(48,273)
Transfer to Railroad Expense Fund							(223)	(223)
<b>RECEIPTS OVER (UNDER) DISBURSEMENTS AND OTHER USES</b>	<b>(31,439)</b>	<b>199,683</b>	<b>0</b>	<b>(307,414)</b>	<b>(72,892)</b>	<b>0</b>	<b>(230)</b>	<b>(212,292)</b>
<b>CASH AND INVESTMENTS, JULY 1</b>	<b>176,190</b>	<b>4,135,608</b>	<b>0</b>	<b>153,707</b>	<b>158,793</b>	<b>0</b>	<b>2,280</b>	<b>4,626,578</b>
<b>CASH AND INVESTMENTS, JUNE 30</b>	<b>\$ 144,751</b>	<b>4,335,291</b>	<b>0</b>	<b>0</b>	<b>85,901</b>	<b>0</b>	<b>2,050</b>	<b>4,567,993</b>

APPENDIX B-1

DEPARTMENT OF ECONOMIC DEVELOPMENT  
DIVISION OF MOTOR CARRIER AND RAILROAD SAFETY  
STATEMENT OF APPROPRIATIONS AND EXPENDITURES  
YEAR ENDED JUNE 30, 2000

	Appropriation	Expenditures	Lapsed Balances
<b>MCSAP/DIVISION OF TRANSPORTATION-FEDERAL FUND</b>			
Payment of real property leases, related services, utilities, and systems furniture; and structural modifications for new FTE for rents consolidated to the Office of Administration-Expense and Equipment	\$ 6,805	6,275	530
Personal Services and/or Expense and Equipment	370,000	271,736	98,264
Total MCSAP Division of Transportation-Federal Fund	376,805	278,011	98,794
<b>GRADE CROSSING SAFETY ACCOUNT FUND</b>			
Protection of public against hazards existing at railroad crossings pursuant to Division of Motor Carriers and Railroad Safety action under Chapter 152 RSMo	5,929,774	1,353,835	4,575,939
Total Grade Crossing Safety Account Fund	5,929,774	1,353,835	4,575,939
<b>HIGHWAY DEPARTMENT FUND</b>			
Personal Service and/or Expense and Equipment	3,027,041	2,539,554	487,487
Total Highway Department Fund	3,027,041	2,539,554	487,487
<b>RAILROAD EXPENSE FUND</b>			
Personal Service and/or Expense and Equipment	527,309	493,083	34,226
Total Railroad Expense Fund	527,309	493,083	34,226
<b>LIGHT RAIL SAFETY FUND</b>			
Personal Service and/or Expense and Equipment	15,000	0	15,000
Total Light Rail Safety Fund	15,000	0	15,000
Total All Funds	\$ 9,860,929	4,664,483	5,196,446

APPENDIX B-2

DEPARTMENT OF ECONOMIC DEVELOPMENT  
DIVISION OF MOTOR CARRIER AND RAILROAD SAFETY  
STATEMENT OF APPROPRIATIONS AND EXPENDITURES  
YEAR ENDED JUNE 30, 1999

	Appropriation	Expenditures	Lapsed Balances
MCSAP/DIVISION OF TRANSPORTATION-FEDERAL FUND			
Personal Services and/or Expense and Equipment	\$ 313,133	258,783	54,350
Total MCSAP Division of Transportation-Federal Fund	313,133	258,783	54,350
GRADE CROSSING SAFETY ACCOUNT FUND			
Protection of public against hazards existing at railroad crossings pursuant to Division of Motor Carriers and Railroad Safety action under Chapter 152 RSMo	4,698,287	998,991	3,699,296
Total Grade Crossing Safety Account Fund	4,698,287	998,991	3,699,296
HIGHWAY DEPARTMENT FUND			
Personal Service and/or Expense and Equipment	2,563,155	2,215,205	347,950
Total Highway Department Fund	2,563,155	2,215,205	347,950
RAILROAD EXPENSE FUND			
Personal Service and/or Expense and Equipment	511,731	468,785	42,946
Total Railroad Expense Fund	511,731	468,785	42,946
LIGHT RAIL SAFETY FUND			
Personal Service and/or Expense and Equipment	15,000	15	14,985
Total Light Rail Safety Fund	15,000	15	14,985
Total All Funds	\$ 8,101,306	3,941,779	4,159,527

\* \* \* \* \*